train still stands there. Others came behind working in any department shall receive deadle pay it and stopped until finally the long tunnel was choked with inward bound trains. A local MEN WITH DIGITIONANIES AFFEAR.

He thinks that the strike will be short-lived and that in a few days time the page. He thinks the whole affair is "a grand bluff." train which left about sixty seconds before the strike began got through the yard and tunnel and presumably went on to its destination.

HOTELS MORRED: TICKETS REDEEMED. Soon after 8 o'clock the crowds about the Grand Central Station began to melt away. There was almost a rush to the near-by hotels and to the houses of friends where a night's lodging might be bad. The ticket offices of both roads were opened for the purpose of redeeming tickets from all who wanted their money back, and many availed themselves of the opportunity. By 9 o'clock all excitement about the station had died away. The waiting rooms were open, but deserted, and the great station was more quiet than on a Sunday night, Even the policemen kept out of sight. The bell of the police telegraph in the substation in the basement kept up a continual ringing with the orders summoning all the reserves on duty, and the only other unusual thing was the light in the general offices of the railroad company up stairs, which are generally dark in the evening. But it was a busy night up stairs. All the executive the road in the city were on duty, and the railroad wires were humming with orders and tidings of the strike at other points on the great Vanderbilt system. Vice-President Webb was in charge, and he was as cool as though all the wheels on the road were turning on schedule time.

POLICE CALLED FOR FOR TO-DAY. Early in the evening he had sent word to Acting Superintendent Byrnes that he should rely on him for protection of the railroad's property at all points within the city, beginning early this morning, when he proposed to undertake the moving of trains. The Sergeant in charge of the Forty-sec-ond street station received word before 16 o'clock that 150 men would be sent to that point from various precincts at daybreak. None would be sent before that time, unless an unexpected emergency should arrive, in which case they would be sent at a moment's notice from the nearest precincts. Thirty men were kept on duty at the Grand Central during the night, Beginning early this morning the entire line of the road within the city limits, so Vice-President Webb was a-sured from Police Headquarters, would be covered by a large force of policemen.

The tie-up on the New York, New Haven and Hartford was scarcely less serious than on the Central although there was no strike on that road. The emergency came upon the officers of that line as suddenly as a thunder clap. They had made no preparations for it whatever, and when the strike came no one was duty in their executive offices except the usual train despatchers. They began at once to make preparations for handling passenger traffic on the north side of the Harlem. Their Harlem River station will be the terminus of the road while the embargo continues. Most of the local trains last night were abandoned, but the principal expresses were sent out, each about an hour late, from the Harlem River station. The strike is tremendously embarrassing to that road at this time, for there is an enormous rush of travel to Boston just begun. which will continue for about five days on account of the Grand Army encampment at the

On the Harlem liailroad there was a strike as well as the blockade of the tunnel.

TRAVEL NOT ASOLUTELY BLOCKED AT THIS END. Vice-president Webb said at 1 o'clock this morning that all trains due to-night on the New York Central had come as far as High Haven and Hartford as far as Mott Haven. The passengers were transferred on one side to the steamboat Morgan, and on the other to the elevated roads, and were brought to the

trains of empty cars from the Grand Central depot up to Mott Haven to make room for the early incoming trains. Mr. Webb said the first train would leave the Grand Central at 8:30 A.M. The trains may run somewhat irrdgularly to-day, but he bopes to get them all through. Vice-President Webb says that Holland is to

plame for the whole trouble. The Boston express, which usually leaves The Boston express, which usually leaves the Grand Central station at midnight, did not get off on time. The ticket seller told those who wanted to purchase tickets that the train would leave "seme time before 1 o'clock" from Harlem. An inquirer wanted to know if the company would take passengers to Harlem free, and the ticket agent said it wouldn't, and advised the inquirer to "take the elevated road."

Webster's Dictionary" the Order to Strike

-Thoroughly Obeyed in the City Yards, J. J. Holland of the General Executive Board of the Knights of Labor was authorized on Thursday by the Executive Board of District Assembly No. 246 to call yesterday morning on General Manager Toucov and ask for the reinstatement of all the discharged men, and to insist also upon the observance of the alleged agreement already existing, particularly with regard to promotion by seniority. He first saw Vice-President Webb, who refused to discuss the business of the road with an outsider General Managor Toucey refused to have anything to say to him as a Enight of Labor. though he did talk the matter over in an informal way.

As Mr. Holland stepped out of Dr. Webb's room, after his brief interview with that official, he was called aside by Mr. Toncey, who asked him to sten into his office for a little while as he would like to talk over the situation informally with him.

Mr. Holland complied and a long and carnest conversation ensued. Mr. Toucey left the room several times to confer with Mr. Webb. but returned each time with. "It's no use. He won't do anything in the matter."

Mr. Holland left the Grand Central Depot and walked across the street to the Grand Union Hotel, where the Executive Board of District Assembly 246 was in session, waiting for his report. He told them how he had been received, and how Mr. Webb had refused to deal with men who didn't work on the road. He told them that he thought Mr. Toucey was willing to settle the matter by reinstating the men who had been discharged, but that he probably was acting under the orders of his

AN APPEAL TO THE BROTHERHOODS A long and earnest discussion then followed. the details of which were kept secret. After nearly two hours of debating. It was decided to order a general strike. The following ctreular Brother to Workers of All Occupations in Railroad Ser-

GENERAL The officers of the New York Central and Hudson River Railroad are engaged in an effort to inaugurate the policy adopted by Austin Cerbin on the Philadelphia and Reading Railroad, which means th

While they have only commenced on our organization, it will be only a short period until they proceed to exterminate all other organizations.

Hoping you will appreciate the situation, that this action on the part of the company means solely the

aunibilation of all labor organizations, and that you will see the necessity of cooperating with us to set aside this unjust action on the part of this corporation,

we remain, respectfully yours,

THE EXECUTIVE BOARD, D. A. No. 240, K. of L. At the same time to show that there were other grievances besides the recent discharges of Knights of Labor and the refusal to go by seniority in promotion this list of demands was prepared:

That all men employed by the company in any oapacity working for less than \$1.50 per day shall be in-creased to that figure, and all station agonts shall re-

ceive an increase of \$1 per month.

That the men employed in the year's service at Troy and Green Island shall receive the time to wompensation as those employed in the committee in that then y and

That all firemen on six wheel connected engines shall receive two and one quarter cents per mile; all engineers running six wheel connected locomotives shall receive four cents per mile; all engineers running four-wheel engines shall receive three and one half cents

About noon the Board adjourned, and all the members took the next up-river train for their respective homes. Mr. Holland remained at the Grand Union Hotel to lock after matters In this city.

sage, containing only the words "Webster's Dictionary," flashed over the telegraph wires along the Hudson River to nearly every station on the New York Central italiroad, where it was received by an officer of the local assembly of the Knights of Labor in that town. The message had been expected. Three days ago every member of the order had been notified that in case the words contained in the above cipher were repeated to him he was to consider it an order from the General Ex-ecutive Board to stop work, with the promise

of that body to belp him in case he needed support. How the message was received at the stations further up the river THE SUN's despatches show. The mystic signal was given at this end, that is, in the Grand Central Depot, the freight yards at Thirty-second street, Sixty-fifth street, and St. John's Park, at about 15 or 20 minutes after 7 o'clock. Many of the switchmen, yardmen, and brakemen had just come on duty a few minutes before the order was given. As soon as the cipher was read to them they quietly put on their hats and coats and left the yard. The delegate who went around among them with the cipher message held in his hand, one of the cheap Webster

dictionaries sold on the street for 10 or 15

cents. This was his badge of authority. DANGER SIGNAL DEAD AREAD. At a quarter to 8 o'clock there was not a switchman or yardman in the yard at the Grand Central denot. The signal lamps had all been lit, but nearly all of the switches were closed, and there was nobody there to tend them. At 8 o clock the first train was due. When this train arrived at the mouth of the tunnel it found the danger signal dead ahead. The engine blew its whistle, but there was no response. The fireman after a while got down from the cab to investigate, and found the whole yard deserted. The train could not go forward. While the engineer was scratching his head in perilexity, and the passengers wondering what the delay was about, another train came up behind and found itself in the same, if not a worse fix. This thing kept up until near midnight, and presently there were seven trains in the tunnel. The passengers began to leave the cars and walked through the tunnel in the darkness. Among them was Dr. Seward Webb, who had come down in response to a lively message from his home in Riverdale, He walked down to Fiftleth street, where the tunnel begins and then, by climbing and crawling, reached the street, where he took the elevated road down to his office.

Several engines stood about in the yards of the Grand Central Bepot with the engineers, who are not affected by this strike. The Brotherhood, as a national organization, is not friendly to the Knights of Labor, but on this road some of its members are apparently in sympathy with the srikers and many say they are not going to work if green switchmen are employed. At 8:15 o'clock not a switchman, yardman, brakeman, or freight car conductor was to be seen in the neighborhood. The entire yard presented a strange, quiet appearance. The lights, which are usually moving and flying about, were stationary. A few men who were up in the switch tower said they didn't know anything about as trike. The backge handlers in the devot prefessed the same ignorance. The strikers had all gone off to various meeting halls. At a quarter to 8 o'clock there was not a witchman or yardman in the yard at the Grand

The strikers had all gone of to various meeting halls.

MR. HOLLAND SAYS THE OBDER MUST BE RECONIZED.

Mr. J. Holland spent the night at the Grand Union Hotel, where he was continually receiving reports on the progress of the strike all along the line. He said to the SUN reporter:

"I am here at the request of D. A. 24:. The delegates of this assembly went to the general office in Philadelphia on Tuesday and laid their grievances before the General Executive Hoard. You know that every trades district has the power to declare a strike in its own trade, but if they want the support of the whole order, they must first lay their troubles before the general Hoard. D. A. 246 did this, and the Foard came to the conclusion that the men's grievances were founded on faces and not on imagination. As Chairman of the National Legislative Committee, I was in Washington at the time. I received a telegram to come on here, and met the Executive Board of D. A. 246 yesterday. They formulated a list of their crievances. They requested me to ask the officers of the New lork Central to reinstate the men who had been discharged. When I saw Mr. Webb he said that he could not trent with me, but only with the employees of the company. The company is trying its heat to destroy the order. The men either had to submit to the disruption of the organization, or do as they have done. I will lay the matter before the General Executive Board, which meets in Detricit Assembly and myself to avert this trouble. It a favorable disposition had been shown by the officers of the company the matter could have been amissably adjusted.

Mr. Holland then shut right up, and wouldn't say another word to reporters. MIL HOLLAND SAYS THE ORDER MUST BE REC-

Il'S A TEST OF STRENGTH.

Central Ready for a Thirty Days' War. If Necessary-Mail Trains Go Through. A Sun reported walked through the dark freight yard at Forty-second street at 8 P. M., and found it pretty well blocked with empty trains that hadn't had a chance to be sent up to the Mott Haven yards or to go out on regular runs. Here and there were puffing locomptives, with crews scattered about in groups discussing the situation. A glance at mouth of the tunnel disclosed seyoral trains straddling the switches. ust as they had been twisted off by the switchmen in giving the final yank, The men who handled the levers in the busy tower, just at the entrance to the big train shed, had nothing to do, and they were taking a nap out of sight. There were striking switchmen and yardmen moving about in the darkness to keep posted on the movements of the company and the new men who were being mustered in the trainshed, but only a practised eye would have noticed them. The stillness was disturbed only by the puffing of locomotives that stood attached to the mail trains of Uncle Sam, which were preparing to leave on time, as usual. Mail wagons drove in and out, and the baggage men worked like beavers. It wasn't thought that the mail trains would be nindered from going out, and they were not. The up tracks of the tunnel, two in number, were clear and the two men in the tower swung them out on time. The first was the 9 P. M. train over the New York Central. Two mail trains went out over the New Haven road to Boston in like

manner.

These were all the trains the companies cared to run out before morning. They curned their efforts to preparing to clear the inbound tracks of all the yards, working four abreast. They didn't care so much about the freight yards on the west side. Third vice-President Webb told a reporter that they wouldn't attempt to run any freight trains until the passenger trains wereze in working order again. It might take several days yet for the freight, but he thought not so long. He felt sure that they would have a number of trains running cut of the Grand Central station by daylight, and perhaps the tracks would be clear enough for incound trains. This will depend upon how the men respond in the morning, when the first day crew comes on, and upon whether the tower men take their places.

The Knights played a trick on the officials in regard to the switchmen, who were thought to be pledged to support the road. The switchmen had come into the office during the day in a body and arowed they had left the Knights of Lalor. This was only a play.

The company anticipated a strike several days before it actually came and they made due preparation, even to arranging for a squad of polite to keep order in case coercion should be used. When the moment arrived all their switchmen to a man went out, and the officers are afraid they will coerce the day tower men to do the same before morning. These men are important individuals and if they desert, the company will have to appeal to other roads. Fortunately plonty of assistance was offered last night. The night tower men stood by the road. magner.
These were all the trains the companies

offered last night. The night tower men stood by the road.

The vital moment will come this morning when it is time for the day crews to come on duty. Vice-Fresident Webb said last night that all the men who called themselves employees of the road would be expected to show up at that hour, which is between 5 and 7 o'clock. Those who don't will be dropped from the roils and will not be taken back under any consideration whatever. All new men who apply for work will be taken on until the company has enough, and hir. Webb said that if the strikers attempted to prevent them from going to work the police will be on hand to protect the new men. He said that the company is preparing to wace a thirty days war if necessary, and now he wants it distinctly understood that as the Knights of Labor have thrown down the gauntlet, none of those that have esponsed the cause of the order need expect any considera-

FREIGHT YARDS TIED UP TIGHT. Trains, Tards, Barges Beserted at the dignal-Everything Quiet.

A few minutes after 6 o'clock a cipher mes-About 7:20 o'clock a freight train arrived in the Thirty-third street freight yards. The engineer and firemen jumped down from the cab and the crow got off the train. A man approached them as they were about to begin switching the train aside, and held out in his had a small book. The men looked at him in astonishment. He then whispered to each of the train hands in turn the words "Webster's Dictionary." They all understood it. and without asking a word of explanation or evincing the slightest surprise, quietly took off their oil-stained aprops and overalls, dressed themselves, and left the yard.

More trains came in, some from up town and others from St. John's Park, at Hudson and Laight streets. As each drew up the mysterious delegate gave them the secret message from headquarters, and the men went away, The rardmaster in charge of the entire depot at Thirty-third atrest was running about half distracted. A reporter approached him and asked what the trouble was?

For God's sake don't ask me," he replied; "I haven't the slightest idea where I stand. It was all so sudden, too," and then he ran off

From what could be learned from one of the engineers, it appeared that twelve of the engineers in that yard were Knights of Labor. and had promptly obeyed the order to strike. With them were twelve firemen. Pretty soon

and had promptly obeyed the order to strike. With them were twelve firemen. Pretty soon large crowds of men, women, and children living in the neighborhood gathered about the yard and wondered at the strange quiet which had fallen on the place.

At St. John's Park, somehow or other, the order had been received earlier than elsewhere, and when the reporter arrived about 7 o'clock he found the entire place deserted. Several strikers were gathered in grouns on the sidewalks in the neighborhood, but retuised to say anything. Freight Superintendent C. C. Warren said that the men had their up the yard, as he found by their stopping work, but further than that he knew nothing. Thirty brakemen reported for duty at the yard at about 7:15, but as soon as they heard of the order they went home again. Three freight trains containing twenty-one cars of perichable goods, such as truit and oy-ters, ready for shipment to the West, were waiting for engines and men. The superintendent thought that if these cars were kept standing there much longer the antire freight would be lost. Half a dozen dumnles which were due at St. John's Park at 8:30 P. M. did not appear, and it is presumed that they were ted up between that place and the Thirty-third street yard.

Ten engineers in this yard belong to the Knights, and all of them stopped work. Nearly 700 Italians, employed here to lead and unload freight and do general work about the yard, are thrown out of work.

The Sixty-fifth street yard was found tied up tighter than a hard rope knot last night. Not aman who knew the first thing about moving

The Sixty-fifth street yard was found used up tighter than a hard rope knot less night. Not a man who knew the first thing about moving trains was to be seen in the place. Mr. J. J. Loitus, who is general freight despatcher, in charge of the road from St. John's Pork to lith street, was found at this these and was asked what he knew about the situation. He replied:

charge of the road from St. John's Pork to Illah street, was found at this place and was asked what he knew about the situation. He repiled:

"I haven't cot a single man left. Not one. I was at the Thirty-third street yard when the men stonned work. As soon as I understood the situation I rushed up here and found the place absolutely deserted. Only a few watchmen remain. Of nearly 150 brakemen, switch tenders and yar-imen whe went on duty in the yard at 5 o'clock this afternoon, not one was in sight. Every track was blocked, and thousands of cars stood about that should have been moving. Only one track was clear, that on which the local passenger from Spuyten Duyri runs to Thirty-second street. Most of the engines were dumped in the round hours. As fast as other trains were run into the yard, the crews left their post, and the engineers and firemen, after turning the engines and firemen, after turning the engines in, went away without a word. We could not move anything but a few cars of live stock, which I myself, with several assistants, got out of the way. The thing was a complete and disagreenble surprise to me, I thought I knew the men as well as any one, but I never supposed for a moment that they were so soldly united. A quarter in which I did not look for trouble at all was among the engineers. Not a single one of them seems to have remained true to us."

The strike extended to all the recular boats, barges, and floats of the New York Central Company, over two hundred in number, which are tied along the water front from Fifty-ninth to Seventy-ninth street. All the dock hands quit work at hall past? Celock last night and left the boats all unloaded. The freight had been received from a celled the freight whas principally coffee and fruit for shipment to the west of the evening a hurry call had been received from a coffee house in Brooklyn to send over for 4.000 bacts of coffee. About the same line that the order was received, two barges with bags of coffee from the same house arrived. It was decided by th

ten bags off the boat when "Webster's Dictionary" was repeated among them. The burry call was not answered.

The only place where any special police precautions had been taken up to 11 o'clock last night was at the Sixty-lifth street yards. Here capt. Earthold had stationed policemen in every corner of the yard and all over the firm mediate neighborhood, with instructions to preserve bence and keep the men from gathering in large groups. There wasn't a striker in eight.

THE DECISIVE INTERVIEW.

What Mr. Webb Said and What Mr. Hol-

land Sald Before the Strike. In speaking of the causes that led up to the strike. Vice-President Webb said that the company wasn't picking a quarrel with the Knights of Labor at all, but merely carrying out the policy of the company to make all promotions dependent upon merit instead of turn according to length of service, as the Knights would have it. "The men well understood," he said, "that the officers have always been willing to treat with any aggrieved employee of the road and give him fair treatment, but it denies the right of outside parties to interfere. I had been apprised that Mr. Holland would make me a call, and when he came this morning I politely told him that I couldn't recognize him if he came

him that I couldn't recognize him if he came on any business connected with the read. No harsh language was used, but he may have been piqued at the brevity."

Mr. Holland had first called on General Manager J. M. Toucey, who told him that he had no power to act in the matter. Mr. Holland's petition was that all the discharged men should be recognized. Mr. Toucey took him to Mr. Webb. and this interview took place:

"I want to have an interview with you with respect to the disturbance between the company and its men." said Holland going straight to the point.

Mr. Webb—Have you any connection with the Mr. Webb—Have you any connection with the company?
Mr. Holland—No: I'm a member of the Knights of Labor.
Mr. Webb—I do not know that we have any trouble with outsiders. I deny the right of outsiders to interfere in any matters between the company and the men.
Mr. Holland—Then you deny an interview?
Mr. Webb—Yes, if you propose to discuss any trouble between company and men.
Mr. Holland then departed, and as he went out he told Mr. Toucey that he felt indignant at the way Mr. Webb had treated him. He nad a liong, informal talk with Mr. Toucey, with the understanding that it should have no official significance.

POLICE TO PATROL THE LINE. Quarding Track, Depots, and Elevators

South of Spuyten Duyvil. It was evident at Police Headquarters as early as 7 o'clock that trouble was expected. Capt. McElwain, whose station house is in the Grand Central Station, had already made one visit before that time to acting Superintendent Byrnes, and when he came a second time there was a worried look upon his Byrnes's men had been going in and out all the afternoon, and it soon became known that they were all being kept in hand, and all other business was suspended in the Inspector's

office. Byrnes disappeared into the telegraph room and the blinds were pulled close down. He was ordering the reserves to be held in readiness, and making such other dispositions of them as were necessary to protect life and

them as were necessary to protect life and property.
All of those on the west side, from St. John's Park to hings: ridge, were ordered out on duty to virite it the depote, tracks, and freight yards of the road. (in the east side, from Forty-second struct north, the merves were also on duty to protect the main line, with its multiplicity of intricate tracks, signal stations, and switches. On the east side, down town, the patrol wagens were kept in readiness to transport the reserves in the sta-

tion houses there to any point where an outbreak might occur. The protection of the Grand Central denot was intrusted to Capt. McElwain, and his force was augmented by details from the steamboat squad, the patrol, and other down-town precincts.

Siscial duty men and detectives of Byrnes's own staff mingled with the crowds and watched the most important places.

About 9:30 a rumor reached headquarters that an attack was about to be made upon the Forty-seventh street simulatation on a bridge over the tunnel. More of Byrnes's men were hurrled away to that point, but nothing further was heard of the threatened attack.

EVERY SHITCH TURNED RED.

Numberless Trains Stalled at Albany-Trying to Put the Limited Through, ALBANY, Aug. 8-9 P. M. - Every switch turned red; a depot yard full of passenger trains and quersious passengers; not a switchman nor train man in sight, save the engineers, firemen, and colored porters of the sleeping coaches and parlor cars, is the visible situation at Albany. The order to tie up the Central-Hudson reached here at 7 P. M., and within three-quarters of an hour the West Albany yards were full of cattle trains and the depot yard here with passenger trains. The last train to reach Albany from New York was the limited, due here at 8:05 P. M. It now lies in the yard, with the engineer and

reman sitting comfortably on the cab steps.

while the passengers stroll impatiently about

the yard. Train No. 34 from the West, which came in at 7:40 P. M., still lies here. So far as came in at 7:40 P. M., still lies here. So far as can be learned, only the switchmen and trainmen and the Knights of Labor about the yards and depots are in the strike. The Boston and Albany train is tied up here for lack of switchmen, but will doubtless be released.

10:30 P. M.—The Union Depot yard here has every track occupied with a train, while the approaches to the yard are also filled. The limited train West leaving New York at 4:03 was made up of a buffet car and the vestibule cars heyatone. Priscilla, Westmereland, Raeburn, coaches 5:34 and 148, and a dining car, It was drawn by locomotive 566, and has never failed to make its schedule time before. Tonight if lay in the yard here from 8:05 to 10, when a couple of trainmen were secured and it was run out, but the strikers outside said that it would not get much beyond West Albany, where the tracks were said to be blocked. The Boston and Albany train, which should have left at 0 clock, was sent out ten minutes late. No. 5, leaving New York at it o'clock P. M., is stalled on the other sile of the river, having been run in on time. Train No. 6, from the west, left here two hours late, and is somewhere between Albany and New York. The freight traffic is light along the Mohawk and Hud-on division, which extends from New York. But six freight traffics and Assistant Superintendent Harrington, are in charge of this can be learned, only the switchmen and train-

West Shore tracks between Albany and New York. Substix freight trains are reported side-tracked.

Superintendent Bissell and Assistant Superintendent Harrington are in charge of this division, and will endeavor to send trains through if possible; if not, will remain quiet until morning.

There has been no disturbance thus far. The men as soon as the order reached them loft their posts quietity, trainmen slipping from their trains as they ran in, and switchmen turning their switches open and walking off into the streets. The K. of L. doormen and guards about the depot have not been ordered off yet.

District Master Workman Pulin of D. A. 147, which is composed of Enights belonging to the trades, informed your correspondent to-night that his district was with the railroad mee and would support them in this issue to the last dollar, as it was a direct attack upon the whole order. On the other hand, the officers of the road here decare that the time to decide who shall run the Central road has come, and that they expect to get men to run most of their trains through by to-morrow. Vice-Fresident Webb has ordered this sent out from here:

"The commany proposes to light the strike, and will protect all men who remain in their service. Those who do not go to work to-morrow will be considered as having left the service and the company will or deavor to fill their places as rapidly as possible."

GETTING THE LIMITED THEOUGH.

The limited, which was run out at 10 P. M. by a new cow loval toyal to the commany, reached

The limited, which was run out at 10 P. M. by a new crow loyal to the commany, reached the northern bounds of the city, when some one set the air brakes. A delay of half an bour the northern bounds of the city, when some one set the air brakes. A delay of half an hour ensued, when a helper was sent out, and that trail was moved on out through Karners and Schenectady. Train No. 5 was run in from Greenbush, and will be sent out as soon as a crew can be secured, as Superintendent Voorhees has ordered the limited and 245 put through if possible. All freight west from New England has been ordered transferred to the West Shore, and a new branch is being laid out west of Schenectady to ship central freight to the West Shore line. The officials deem that the partial clearing of the depot yard is a point gained, while taey admit that the strikers have the advantage because of the darkness which prevents the locating of switches where famps have been extinguished. No trouble has occurred to require even the attention of the extra police detail about the depot, but to anticipate any possible disturbance the Tenth battalion has been ordered to assemble at 6 octock to morrow morning, in order to be in readiness for any emergency. At preser the men at West Albany are reported to be quiet, but those at Greenbush are drinking and inclined to be ugly, and have already turned out all the switch lights.

TRAINS ABANDONED AT TROY.

TRAINS ABANDONED AT TROY. TRAINS ABANDONED AT TROY.

TROY. Aug. 8-9 P. M.—Ail Central-Hudson trains have been abandoned. The last train on the system to leave here was the Belt line local at 6:30 o'clock this evening, and that was abandoned at Albany. No Hudson River or Central trains will leave here to-night. The Delaware and Hudson Belt line locals cannot use the Hudson River depot, and are forced to run into the Maidon lane depot at Albany, and to use the west side of the river only. The men are very bitter, and say that it is war to the knife,

TALK ABOUT STEAMBOATS.

POUGHKEEPSIE, AUG.S.—Up to 9 P.M. the Central strike has had no effect here. Up and down trains have passed on time, but the train que from the south at 9:30 P. M. will not arrive. Freight trains have passed along regularly this evening. Friday night is a night of heavy travel on the road, Western reopic choosing that night for going home, and New York merchants leaving that night to join their families at summer resorts. The Knights of labor have held a meeting here to-day, but the results not known. A prominent railroad official said to-night that, in all probability, nothing but freight would be affected, but it looks otherwise. Leading officials, who generally go home for the night at 7 P. M., are now on duty, and will probably remain on all night. It looks not fextra steamboats will be placed on the river to carry freight and passengers during the strike. TALK ABOUT STRAMBOATS.

NO STRIKE AT BUFFALO. BUFFALO, Aug. S.—There is no strike here yet by the employees of the New York Central Rail-road; mest of the men belong to the Brother-hood, and will be governed by its action. A prominent member of the local branch of the Brotherhood of Locomotive Engineers said to night that he did not believe the engineers would be in any strike of this kind. ALL QUIET ON THE LAKE SHORE.

ALL QUIET ON THE LAKE SHORE.

CLEVELAND, AUG. 8.—There are no present indications that the strike will affect the local branch of the Vanderbill system, the Lake Shore. None of the Lake Shore officials say that they lear a strike. The men seem to be satisfied, and unless there is a direct order from the Eastern labor men there will be no strike on the local roads. P. P. Wright, General Superintendent of the Lake Shore, was seen to-night, and said that he apprehended no trouble. Owen Kaue, one of the chief officials of the Knights of Labor, says that the local branch of that organization has not discussed the matter, and will not strike unless directly ordered to do so.

Chicaso, Aug. 8.—Telegraphic announcements of the strike on the New York Central were shown at 10 P. M. to-night to the train despatcher of the Lake Shore here. The Lake Shore is a Vanderbilt road, but the despatchers said there had been no intimation of any trouble whatever on the line that he was aware of. The eastern trains had arrived all right, and tickets east had been sold right along.

NICKEL PLATE NOT AFFECTED.

Engineers in the employ of the Nickel Plate, another Vanderbilt road, were questioned at about the same hour. They were equally surprised at the news of the strike on the New York Contral. It was their first intimation of any trouble. The Nickel Plate engineers poken to were of the opinion that the strike in the East would not affect the Vanderbilt lines West, On the Nickel Plate the engineers are under contract with the company and are bound by the terms not to engage in a strike.

MR. VANDERBILT IN NEWPORT.

NewPort, Aug. 8.—Cornelius Vanderbilt Newpour, Aug. 8.—Cornelius Vanderbilt spent the day at his cottage and refired early. He refused to be seen in regard to the strike.

AT SYRACUSE AND ROCHESTER. Synacuse Aug. 8.—No trains have been moving here to-night. The depot men are at work. ROCHESTER, Aug. 8.—Train No. 3 was the first affected in this city. It reached here at 9:45 P. M., and was abandoned by its crew. One trainman was put on here and it proceeded west on time. The Auburn road train, due out at 11%, is in the station.

THE HABLEM BOAD TIE-UP.

Superintendent Worcester Manipulating Switch-The Milk Train Deserted. WHITE PLAINS. Aug. 8-8,30 P. M.-Excitement is high here, and there is a large crowd at the depot. The crew of the 8:17 here loft their train, and the Chatham local due here at 8:02 took the train on. Conductor John Irving of the 5:17 local said that he was warned from running the trip and recused to give the signal to start laithough not a knight when ordered to do so by Superintendent Worcester. When the Chatham express coupled on the local train, which was side tracked. Superintendent Worcester

Scrofula Salt Rheum

For All Diseases Caused by Impure Blood, Take

Hood's Sarsaparilla

turned the switch before an assembly of 300 railroad men. The 7:32 north-bound train for Croton is the last train that reached here from New York. The brakemen deserted two trains at Dover Plains, delaying train north of White Plains. Superintendent Worcester said that "willing hands would fill their places."

trains at Dover Flains, delaying trail control of White Plains. Superintendent Worcester said that "willing hands would fill their places."

9:40 P. M.—The Pittsfield express, due here at 8:43, and in charge of Conductor John Firo, arrived at 8:20. There were five cars. Only nine passenners were on board, as many left the train at convenient points above here. A large quantity of extra baggage was taken on by order of Superintendent Worcester. The Superintendent said that this train was the last train south to-night, the said that express wagons would meet the train at Mott Haven and trainsfer the baggage down town. The railroad men are in earnest conversation among themselves, but will not give a word of information about the strike, at the Superintendent worcester and Roadmaster Eggleston are now—10:15—in consultation about the strike, at the Superintendent soffice. The milk train crow guit the train at Dover Plains, leaving the 1,300 cans of milk for New York city. The Superintendent has detailed several conductors to attend the switches, as the switchmen have quit. It is authentic that telefore the strike several brakemen called on Superini-endent Worcester this afternoon and informed him of their having this morning resigned from the knights of Labor. It is also delinite that their names were unon the black list of the company.

There is great dissatisfaction expressed by the striking brakemen, who are congregated near the depots with their caps and coats in their hands, over the immediate management of the Harlem division of the Central road. They say that when Superintendent Bissell was in charge of this division there was no organization among the brakemen on this divisions there was no organization among the brakemen on this division theorems are affected by the strike. The strikers are moving around and very peaceable. The trains are forsaken when the crows refuse to do their duty. Superintendent Worcester said late to-night that he would make an attempt to run at train in the morning.

UNEASY ON THE WEST SHORE.

The Men Worked as Usual Last Night, The first reports of the strike were that it included the West Shore. It had not reached the West Shore at midnight, and the officials at the depot in Weehawken said they felt comparatively safe. Station and Yard Master Ricks said all the men, about 360, were at work, and that the usual amount of freight had been handled during the night. The passenger trains were depot was the theatre train at 11:65 P. M. Mr. Ricks said he did not think there was any probability of a strike on the road unless an attempt was made to handle the Central's regular freight business. Train Despatcher Williams said he had made two tours of the yard, and he had not heard "strike" from anybody, he did not think the men at the freight docks had even heard of the strike. He said, too, that the yard was picketed, and that no one not a regular employee there would be said, too, that the yard was picketed, and that no one not a regular employee there would be allowed to go through it. He took that back a moment afterward, and said no unusual precaution had been taken to keep persons out of the yard. When a reporter started to go to the freight dock he was stopped by a man who said no rerson was allowed on the docks unless he was an employee.

The men seemed to think that they might expect an order to strike to-day.

Many Exentsionists Coming East. CHICAGO, Aug. 8,-Every passenger train arriving in Chicago to-day on all the Western roads brought large bodies of excursionists en route to Boston and New York, who are taking advantage of the cheap rates consequent on the Grand Army

encampment in the former place. The crowd from Chicago cast is unprece-dented. At the Michigan Central office to-day they were obliged to turn people away in large numbers, unable to give them accommoda-tions.

Has Miss Jennie Bond Etoped? The police of Coney Island and Brooklyn have been asked to look for Miss Jennie Bond. a daughter of Mrs. Tietta M. Bond of 161 Livingston street, Brooklyn, On Monday she left her home to visit a friend few doors from where she lived and she has not been hear her mother since. It is alleged she formed the acquaintance of a concert hall singer named George Kane, who was employed at a West Brighten variety show. Kane could not be found by her mother, and it is consectured that he has eloped with Miss Jennie. It is said, too, that she has been seen in Sixth arenue since her disappearance, and the police of this city are looking for her.

A Presentation to Dr. Burtsell. The parishioners of the Church of the Epiphany have arranged to present to the Rev. Dr. Burtsell, their former pastor, the purse of money which they have raised for him. tomoney which they have raised for him, to-morrow evening in Chickering Hall. Major Edward Duffy of the Sixty-ninth Regiment will preside, and the Hon. James Fitzsimmons, who was once an aiter boy in Dr. Burtsell's church, will make the presentation address. The Epiph-any Literary Union will present Dr. Burtsell with an address. The fund is expected to reach \$5,000.

Lost in the Sound.

NEW HAVEN, Aug. 8,-Levi I. Bushnell, son of Curtiss F. Bushnell and a brother of Ericsson F. Bushnell of New York, chartered a sallboat at Madison to-day to go fishing. He sailed away, and a few hours afterward the boat floated on the beach with young Bushnell missing. It is supposed that he foll overhoard while manuging the sails and was drowned. His father is interested in Eriescon's Destroyer, and was about leaving for Newport when the accident was reported to him. Levi graduated from Yale in the class of '91, and expected to make electricity his profession.

Free-for-nil Forty-toot Yacht Hace.

NEWPORT, Aug. 8.-The Corinthian Yacht Club has its annual free-for-all forty-foot sweepstakes race here on Monday, the winner to take seven-tenths of the purse, the remainder to the second boat. The tugboat Aquidnick has been chartered for the judges and press boat. The course will be twenty-five miles, triangular, one leg dead to wind-ward, start and finish from off Brenton's Roef Lightship, Eight are already entered—Minerva, Gossoon, Liris, Mariquita, Choetaw, Mocassin, Tomahawk, and Ventura.

No Increase in Maine's Population, POBILAND, Aug. 8.-A summary of the census returns for the State of Maine show a falling

off in population of over 1,000 since 1880, the

figures being 647,420 in 1890, against 648,639 in 1880. At the time the returns from the eastern district were looted in the supervisor's office several back towns and plantations were miss-ing. The addition of these will probably show a small gain. GALVESTON, Aug. 8.-The News will publish the last of its series of crop reports to-morrow morning. While not so favorable as those pub-

lished during the latter part of June, they are most encouraging. They indicate that the present crop of cutton will be one of the largest, if not the largest, ever raised in the State.

Salisbury Apologizes to France. LONDON, Aug. 9.-In the course of the negointions with France with reference to Zanzibar Lord Salisbary appropried to France for his overlooking the existence of the treaty of 1862 in concluding the Anglo-German agreeAMERICANA IN QUASERIALA.

The United States Legation a Refuge Even for Native Citizens. SAN FRANCISCO, Aug. 8.-Dr. William G. Mizner, son of the United States Minister to Guatemala, who is now in this city, is in re-

ceipt of late letters from his father. Dr. Miz-

In the last letter received my father states that a number of American citizens had taken refuge at the United States legation in Guatemala City. There are not over twenty-five or thirty Americans there, and the legation is in a position to take care of them all. All of the Americans in Central America have been invited to stay at the Legation during the troubles. Supples were obtained before the war was declared, and a stock necessary for a long seige was se cured. President Barillas inspects every telegram that leaves the country, and most of the letters leaving the country are also examined. If Secretary Blaine has not received official news from my father it is because President Barillas superessed his telegrams. Several native citizens of Guaemala, some of them ladies, have taken out United States naturalization papers in order to receive the protection of the Legation. Barrios, who railed from here on the steamer San Jose for Guatemala is very popular there, and should Barrillas retire, Barrios is certain to be the next President. New Onleany, Aug. 8.—A special from the city of Mexico says: "Expected despatches will come from Kizner, American Minister to Guatemala, to-day, It is understood he has left Guatemala on the United States man-of-war Ranger for Savador, where he can communicate with Washington by cable. He will probably land at Acaputa. The reason for the non-receipt of despatches from Mizner will then be explained." gram that leaves the country, and most of the

THE GUATEMALAN REPOLT. Reported Capture of its Leader, Ges. Bar-

City of Maxico, Aug. 8.—Telegrhms from Tapachula, Mexico, to Señor Dieguex, the Guatemalan Minister here, say that Gen. Barrundia, who headed the revolution against Guatemala, crossed to Mexico and was arrest-

Guatemala, crossed to Mexico and was arrested by Mexican officials. The Mexican authorities, however, have as yet received no advices in regard to the matter.

A despatch from Guatemala says there are rumors of a crisis in the Cabinet.

Advices from Salvador report everything quiet. President Exeta is awaiting the propositions of peace which are to be offered by the foreign diplomatic corps, though he contends that he has the right to dictate peace, but prefers to await the propositions, as he wishes to avoid bloodshed if he can do so with honor.

THE NEW CABINET'S PROGRAMME. The People of Buenos Ayres Jubilant Over

the Elevation of Dr. Pellegrini. BUENOS AYRES, Aug. 8.—The programme of the new Cabinet has been presented to the Chamber of Deputies. It includes respect for the Constitution, a just administration of the

the Constitution, a just administration of the public funds, and the development of the national resources.

The citizens here are jubilant over the elevation of Dr. Pellegrini to the Presidency. Crowds paraded the streets bearing banners and joyful devices. The city was illuminated last night. The Governors of all the provinces have sent telegrams to Dr. Pellegrini congratulating him upon his accession to the Presidency.

dency.

It is rumored that an internal loan of \$20,-000,000 in paper will be issued by a syndicate of bankers.

Donovan, the Chief of Police, and Alocar, the Lord Mayor, have resigned their seats in the directorate of the National Bank.

The Massachusetts Prison Revolt. Boston, Aug. 8.-The State prison is as quiet to-day as a graveyard, and it would be difficult, from the general stillness, to imagine the state of affairs occasioned by the riot of yesterday. Hardly a sound was heard last night, but this morning one convict tried to start a yell, but there was no response. He start a yell, but there was no response. He was quickly placed in a dark cell along with another man who was a ringleader of yesterday's trouble. All the prisoners are locked in their cells to-day with the exception of twenty or thirty trusted ones, who are at work in the shops and yard clearing away the debris. The financial loss will be in the neighborhood of \$2.00u. It is extremely doubtful whether the men are allowed to go to work in a body for a week at least. The Prison Commissioners will make a thorough investigation of the causes that led to the outbreak.

Sergeant Pickett Rulds the East Side. Segreant Pickett and his squad now known as "Pickett's Paper Pursuers," made a raid in the interest of clean streets yesterday in the district bounded by Hester, Essex, Division, and Orchard streets. Abou fifty prisoners were taken from among the gutter de-fifty prisoners were taken from among the gutter de-bing peddiers and venders. They were a picturesquely dirty lot of insigns, liebrews, Foles, erreks, and Turks. A gang of sirect aweopers followed up the police and cleaned the sirects busing them afterward superintenders. Cummings of the Jureas, of Insug-tands that not only obstructed the street, but inter-fered with the work of the street cleaners.

A Danger of the Public Baths. Dr. Harry Freeman of 142 Henry street reported to | Depredations of Garcia's Band of Thioves on the east side are suffering from sore eyes, and that all those he has attended have been in the habit of wisting the Market street free bath. An examination of the bath last night showed that the Market street sewer supplies within a few feet of the bath. Workmen are now engaged extending the sewer to the end of the dock. The water in the bath looks dirty. It cannot be took yet whether the disease is due to the water. If the disease is due to the water. If the disease is due to the water.

Six Young Girls Found in a Mulberry

Street Dive. The police of the Edizabeth street station raided the alleged disorderly house at 119 Mulberry street last night, and captured six women and five men. One of the girls, ids Woods, 15 years old, of 120 Ellery street brooklyn, has been missing from her home for a month All the women were under if years of age. Dominical Numaso and Frank Learto, the proprietors of the house were locked up on a charge of abduction.

Something Higher than Aldermen Corporation Attorney Louis Stockler has brought suit against the Second Avenue Railroad Company, before Civil Justice Goldfogle, for violating a corporation ordi

name in placing a booth on the sidewalk. Counsel for the railroad contended that the company had the right by permission of the hoard of American Justice Gold-fogie said the propie owned the sidewalk, and that the Board of Aidermen could not vote away their rights. Briefs will be submitted. Thought the House was Haunted. New Brunswicz, Aug. &-The Janeway homestead one of the most beautiful of the summer residences near New Brunswick, was burned early this morning

It had been left in charge of servants while the family were away. Unsoff the servants got the idea into his head that the house was having and left three lamns burning in an opport had. The fire, which resulted in a burning in an opport had been also been on of one of the lamns. Add, was caused by the explosion of one of New York Census Figures. WATERTOWS, N. Y., Aug. S .- The total population of the

warmenows. N T. Aug. 8.—The folial population of the six counties comprising the seventh census district of this State is 288,055, divided as follows: Jefferson, 07.872; Lewis, 28,506; Nt. Lawrence, 82,434; Clinton, 45,417; Essex, 32,506; Frankin, 37,807. Jefferson and Frankin counties have gained. The others have de-crassed in al. 5,203. The grand total ten years ago was

Heavy Bamages Against the Elevated. Judge Andrews of the Supreme Court yesterday awarded the American Bank Note Company judgmen for \$42,000 against the Manhatian Railway and the New York Elevated Railroad companies for damages to the Trinity inducession it is property. Damages have been previously awarded for the Greenwich street from.

Named for Congress, The Farmers' Mutual Benefit Association of the Sixth

Illinois Congress district, in convention at Oiney on Th raday, nominated the Rev. A. G. Reeder for Con-gress. Col. S. T. Busey was named for Congress by the Demo-crats of the Fifteenin Illinois district yesterday. Beath of an Aged Priest.

SUFFALO, Aug. S .- The Rev. Francis Clark, one of the

ploneer priests of this diocese, died here to-day, aged 64

years He had been pustor of churches at Owego, El-mira, and diornedsville. Funeral on Monday at 10 A. M. at Hornellsville. A Booming New Hampshire Town.

Kirkington, N. II., Aug. R.—The first house that has been constructed in this town for there years is now approaching completion, and its occupation will be made the occasion of a celebration by the natives. Walked Into the River While Delirious,

Mrs. Cavanagh, 50 years old, of inwood, while delirious early yesterday morning, left her home and walked of the dock into the fluidson tilver at which street, the was rescued by James Ambithon and was taken home.

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Fancy Brekhoards,
Faxon Phaefons,
Kaxon Phaefons,

The Cartes Phaefon

SECOND-HAND Wagona Phaetona Ruckboards, Rockawaya Sarreya Fanty Trapa, Vistoriaa Landaulettea, Wagonettea Carta Dos a too, Vinige Carta, Stantobe Giga Manhope Phaetona Depot Wagona, Doctors' Phaetona, Ex. Top Cabriotta, Runacouta, Campy Victoria Phaetona

SPECIAL BARGAINS IN TWO AND THREE SEAT DEPOT WARDNES, PASSENGER WARDIN, SEATINE FLOWER, DEPOT WARDNES, PASSENGER WARDIN, SEATINE FLOWER, DEPOT WARDNESS, LADIES LADIES FOR PASSENGER SHOP AND LAFTE, PROSE SELECTION OF PLASMER FROM AND LAFTE, THOSE SELECTION OF PLASMER FROM AND LARRIAGE CO., 77-51 WOOSIETS., New York.

QUARTERED OAK Nothing can be more handsome than the quartered oak and ash triple and cable Buckboards, spindles, lianlys, Two wheelers, 4c., we are making this season. Bodies finished in the natural word, with gars grained and the season of to match, making an exceedingly furable as well as impremely attractive finish. Everything we offer is manufactured at our works in Syracuse. Buy of the

BRADLEY & CO., 14 Warren st. Largest stock in U. S of liellvery Warons for Dry Goods, Laundry, Hottlers, Grocers Carpenters Plumb-era Confectioners, and all other business; best goods, our own make of best material; these flosish, reasona-ble terms. Buy from the builder BAOINE WAG:)N AND UARRIAGE CO. 181-153 South 5tb av., New York.

Fpecial.—Just received, two car loads of our Light Delivery Wagons for country use, with or without topa. RAUSE WAGON CO. 151 South 5th Avy, N.Y.

Biding Arademies. EQUESTRIAN OUTFITS: Illustrated catalogues from WHITMAN SADDLE CO., 118 Chambers at

STARTED OUT TO BE A DESPERADO

Johnson is Only 14, but they're Already Talking of Lynching Him, BIRMINGHAM, Ala., Aug. 8.-John Johnson, a negro boy. 14 years old, was caught robbing the house of Mrs. McClellan at Opelika yesterday. A young white man named Green attempted to capture the boy, and was shot and alightly wounded. The negro ran and took

refuge in an empty box car. A watchman named Ingram tried to arrest him there. The boy jumped out and shot Ingram in the breast, inflicting a wound which may prove fatal. Then a man named Stringfellow gave chase to the boy and overtock him, only to receive a shot in the head, which inflicted a dangerous

shot in the head, which inflicted a dangerous and probably fatal wound.

Johnson got out of the town and reached Gold Hill, seven miles away. In the meantime the officers had telegraphed his description ahead and asked for his arrest. At Gold Hill Jenkins Moore, a Justice of the Peace and the leading merchant of the town, saw the boy walking along the railroad and attempted to arrest him. John again drew his pistol and shot Moore through the heart, killing him instantly. A crowd then started after the boy, He fired several shots at them without effect, and was finally run down and captured after he had discharged all of his cartridges. He was taken back to Opelika and locked up. He confessed that he had killed a white man some time ago, and had started out to be a train robber and desperade. It is feared he will be lynched. A mob threatened the jail last night, but was overswed by the guard provided by the Sheriff.

Opposed to Prison Contract Labor. ROCKESTER, Aug. 8.-At the morning session of the garment outters, trimmers, and tailors of North America, the Committee on Resolutions offered the following in regard to con-

tract labor, which was adopted: Whereas, Over 800 convicts are employed in prisons

herefore
Resolved, That National Trade Assembly 231, E. of L. make a strong effort to abolish the manufacturing of all garments by contract in prisons at the next session of the Senate and Assembly of New York State.

It was stated that the delegates are not op-cosed to prison labor, but simply contract prison labor.

The following resolutions were adopted: The following resolutions were adopted:

Wherens, Non-union clothing firms have heretefore
been able to secure contracts for garments for indians
on the dovernment reservations from the indian Commissionery to the seclarity of fair amployees, by the
emptoyment of "scab" labor? therefore be it

Mesoveet, That National Trades Assembly 251. K. of Le,
be requested to introduce a bill in the next Congress to
compet the Indian Department at Washington to award
contracts to union firms only.

HAVANA, Aug. 8.-The public is b alarmed over the frequent outrages committed by Garcia's band of robbers. To-day the band surprised a number of bands at work on the railroad between Havana and Matanzas and compelled them to tear up one of the rails. The result was a freight train was thrown from the track. The robbers proceeded to help themselves, and shot Conductor Modriguez dead. Troops have started from Matanzas.

Robert Garrett's \$15,000 Picture Heised. BALVINORS, Aug. 8.-Robert Garrett, through agents, benght a painting in London which he had shipped by the Alian line steamship Carthaginian and for which he is said to have paid \$15,000. It was marked as anhe is said to have paid \$15,000, it was marked as antique, and so invoiced, but when it was unloaded at Locust Point the Government officials select it, and, despite the protests of the agenta piaced it in the United Richae bonded warehouse, where it is still held, awaiting the payment of duty.

Matthew Noulison, Nons & Co, here are the agents having charge of the matter. They have not seen the painting and know nothing about it, except that they have been informed by the United States Consul at Jiverpool that the picture could be admitted duty free, as it was painted before 100, and could therefore be classified as an antiquity. The customs officials, however, contend that the planting was made since 1800, and as there is no proof to show that it was executed by an American artist, it is subject to duty and will be about \$4,000.

Another Theatre Projected.

Theatrical people are interested in the report that the Miller Brothers, who control the Metropolitan and the Miller Brothers, who control the Metropolitan and Grand Opera Houses in Columbus, Ohlo, and the Lyceum Theatre in Cleveland, had purchased ground in East Fourteenth street for the crection of a theatre to be devoted to spectacular productions. The lot is said to have a frontage of 15 feet on Fourteenth street, and for run through to Thirteenth street. Work on the new house will begin next spring and it is expected that it will be completed by the fall of 1801. Chartes A. Miller of the complete of the complete of the fall of 1801. Chartes A. Miller of the complete of the complete of the complete of the fall of 1801. In the chartes and the complete of the comp

JOITINGS ABOUT TOWN

Frem or Mercier of Quebec is at the Albemarie. Judge licach has granted an absolute divorce to Com. L. Smyth from Charles H. Smyth. Masic on the Mali in Central Park this afternoon and unday afternoon at a o'clock by Cappa's Seventh Reg-

Sanda, afternoon at a o'clock by Cappa's Seventh Regiment Band.

The steamship Croma from Leith, passed a press sion of twenty, the toeberga one over £20 feet high, off the Banks while on her way here.

N. J. Aberiese, who is credited with a knowledge of about a dozen annuages including modern Greek, was made an interpreter at \$1,000 a year at the Barge Uniter yearstaley.

The New York State Engineers' fociety adopted resolutions lead hight urging upon Congress the expediency of forwarding life construction of the New York state Engineers' fociety adopted resolutions lead hight urging upon Congress the expediency of forwarding life construction of the New York and New Jersey bridge.

John Romlin, a lamplighter, 64 years old, of 803 West bigs street, attempted suich earry yesterday morning by shooting himself in the right side of the heat. He was taken to the Manination Hospital.

Patrick Carroll of 639 Greenwich street was helping unload the from the schootler Francis N. Setson, at the foot of Bank street yeareday, its fell into the holded and half a ton of toe fell on him, crualing him to death.

without Crane, the young lithographer who was haid by Folice Justice Sturrey for violation of articles of ap-prenticeably has obtained write of cabes corpos and certificate for the purpose of reviewing the proceedings before the magnification.

John Belly an los cart driver of 212 Cherry street, and a quartel with his employer a few fava ago, and since their the has been money and despondent. He cut since their the has been money and despondent. He cut such that the street with a table knife and ded in the ambulance on the way to between relegions. At the meeting of Dr. Meetynin's followers at Brick is very 10th, in that Twenty-fourth arrest, inch flight a described season from Dr. Antilyin absoluteing his return on the season from the Antilyin absoluteing his return on the Season from the Season f France to take place at Jones's wound on the sufficient of Columbia College has notified the police that a colored buy about 2° cars old has been calling at the residence of college sudents enlaworing to collect amail amounts of money, which be slieges the sudents one for tooker him or come other fivial account at the college. other trivial account at the college.

Judge disperich has granted the application of Receiver Milliank to open the defauts be which Lawyers lieupy W.

Leaver Milliank to open the defauts be which Lawyers lieupy M.

Leaver defauts the Leaver of the Millian scanning to attend the New York Professor ammentation. Which commonly however as Hatriet as emily, most is Boston by Specias train on Mainlay morning to attend the annual frank Army of Millian of Millian Millians of Mil